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ABSTRACT

GRADES OR AGES: Elementary, grades 1-6. SUBJECT MATTER: Safety action, traffic and pedestrian safety. ORGANIZATION AND PHYSICAL APPEARANCE: After introductory material explaining the philosophy of the guide, the elementary school child, characteristics of children as related to safety, and the responsibility of the safety team, the guide has chapters on walking to and from school, school bus safety, bicycle safety, and riding to school in automobiles. An appendix includes the Delaware Motor Vehicle Code Laws related to pedestrian, bus, and bicycle safety. The guide is printed, illustrated, and staple-bound with a semi-stiff cover. OBJECTIVES AND ACTIVITIES: The objectives are described in the introductory paragraphs to each chapter. Suggested activities are listed. INSTRUCTIONAL MATERIALS: A list of materials and services is given, including posters, bulletins, films, and manuals. STUDENT ASSESSMENT: No provision for evaluation is made. (MBM)

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SAFETY ACTION

TRAFFIC AND PEDESTRIAN SAFETY

A GUIDE FOR TEACHERS IN THE ELEMENTARY SCHOOLS

MAY 1968

U.S. DEPARTMENT OF HEALTH,
EDUCATION & WELFARE
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PREPARED BY

THE DELAWARE STATE DEPARTMENT OF PUBLIC INSTRUCTION

IN COOPERATION WITH THE U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION NATIONAL HIGHWAY SAFETY BUREAU

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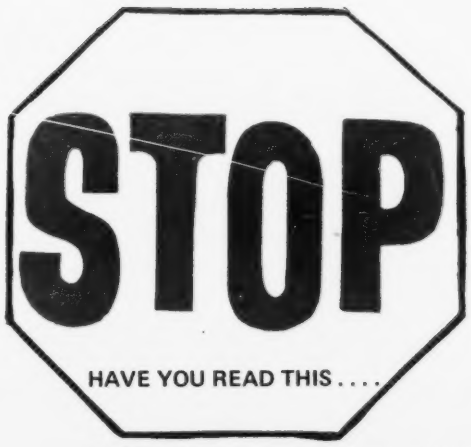


POINT OF VIEW

A REASON AND AN APPROACH FOR USE OF THIS GUIDE

Accidents are now the leading threat to the lives of young people and are responsible for more deaths than all other causes combined while producing an even greater number of non-fatal injuries. The suffering, expense, and waste that result from them call out for preventive action.

Schools have two important responsibilities in accident prevention: (1) to keep pupils safe and (2) to teach pupils how to keep themselves and others safe. The various ways of meeting these responsibilities are not always clearly defined; thus this guide has been written to facilitate effective teaching for safety.

Communities and schools differ, hence, some of the suggestions included here are not applicable for all schools or localities. A sufficient number of suggestions are given, however, to meet varied needs and to stimulate individual initiative in developing solutions to particular situations. The concepts and suggested learning activities presented can be adapted to both primary and intermediate grade levels.

The educational program of the elementary school must be planned to permit children to gain an understanding of safety that is consistent with their age and maturity. As a result of elementary education, children should be able to: (1) realize that accidents are not accidental but result from activities in home, school, and elsewhere; (2) understand that accidents are caused by people and that they can be controlled if we know they are caused and if we are willing to help prevent them; (3) realize an individual's moral and social responsibility to prevent accidents to self and others; and (4) cooperate with others so these objectives may be achieved.

These aims must be built around the personal-social needs of the children and must be taken into account in planning the program. Young boys and girls are easily tempted to be daring and venturesome. They respond to fatigue, anger, joy, and similar emotions in ways that often lead to accident involvement. Children must learn that safety promotes happiness while carelessness breeds sorrow.

In the teaching of safety-

(1) Select methods suitable for the instructional content. Group activities are not appropriate for the presentation of basic information. A display, however, can assist in the presentation of the subject matter.

(2) Select methods that motivate students to learn. The teacher can only establish the climate for learning. He cannot force learning. The teaching methods establish this climate and, as a result, are the most important considerations for the teacher in motivating learning. Methods which involve students in discussion and activity as well as a variety of visual presentations have proven successful as motivating factors.

(3) Select a variety of teaching methods. Regardless of how successful a teaching method might be, it should not become the exclusive method of instruction. Unfortunately, many teachers utilize the lecture-discussion method, with an occasional motion picture, as the only format for presentation. When this happens, student motivation is often lost. Variety leading to motivation is desirable in safety education. Fortunately, the tremendous scope of instruction in safety permits the effective use of virtually every teaching method available.

The recommended use of this guide is for emphasis as a separate unit at the beginning of each school year at all grade levels of the elementary school. The content areas should be correlated throughout the school year. Safety education should be a continuous integral part of daily life in elementary school classrooms.

Seasonal change, activity variations, and normal growth present new situations that create ideal moments for further reinforcement or learning of positive safety practices.

THE ELEMENTARY SCHOOL CHILD

The elementary school child is particularly vulnerable to traffic hazards. He does a great deal of walking - more than the average adult. He walks to and from school and to recreation areas, runs errands and attends community gatherings. He roller skates, rides wagons, bicycles, school and commercial buses. He is also a frequent passenger in the family automobile. In general, this age period finds the child involved in an increasing number of activities which place his life in constant jeopardy.

Typical primary and intermediate school children need firm and consistent training in all of the best safety rules that parents, teachers and society can devise. To expect a child to know how to ride a bus or bicycle safely without specific instruction is to deny him an opportunity to experience constructive and satisfying learning. To fail to demand that a child consistently observe reasonable rules of safety is to rob him of the sense of security that can only be experienced through effective relationships with his environment. Educators tend to blame parents for a child's poor behavior, but who is really to blame if a child does not know how to conduct himself safely and effectively to and from school? Are we being realistic to think that a young child can effectively transfer safety practices from his home training to the school situation?

CHARACTERISTICS OF CHILDREN AS RELATED TO SAFETY

1. Young children depend to a large extent on adults for safety and protection.
2. Children under emotional stress or strain are not alert in their thinking.
3. Children from homes with emotional stress need more learning experiences to develop understandings and knowledges.
4. Knowing what is right gives assurance. Practicing "the right way" makes it an automatic response.

5. Children are not always capable of recognizing potential dangers.
6. Fears are not learned until experienced or taught.
7. Physical defects such as poor vision or slow coordination can be safety hazards.

8. Large muscle coordination and hand-eye coordination are lagging in some children.
9. Young children who over extend themselves and become fatigued are accident prone.
10. Pre-adolescents have periods of rapid muscular growth which lead to awkwardness and restlessness. These conditions may result in poor safety habits.
11. Children like rough and tumble play.
12. Pre-adolescents are often argumentative, outspoken and critical of adults.
13. Children often become rebellious and uncooperative as they approach adolescence.
14. Teasing between boys and girls of the pre-adolescent period creates safety hazards.

RESPONSIBILITIES OF THE SAFETY TEAM

SUPERINTENDENT

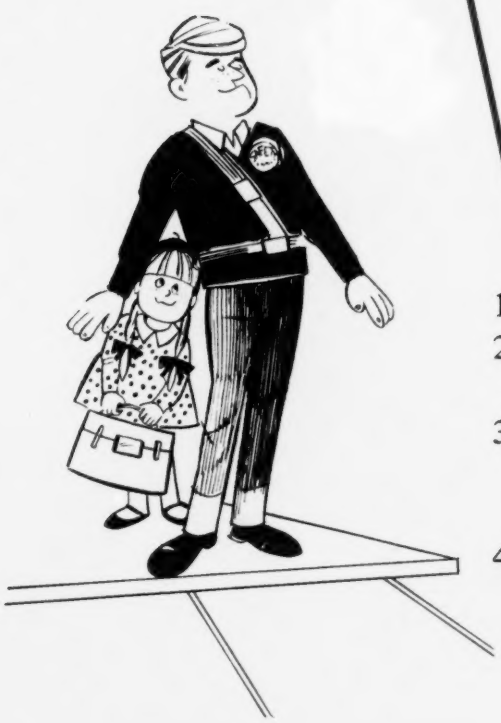
Be concerned with program organization and the assignment of personnel to assure adequate and proper direction of the safety education program.

PARENT

Keep close contact with the school safety program by discussion of the meaning and importance of the program in the home.

BUS DRIVER

1. Work with and support the local school administration.
2. Have knowledge and clear understanding of the State Bus Program.
3. Have knowledge of laws and regulations of State Motor Vehicle Department.
4. Provide a safe passage of students to and from school.
5. Maintain a professional driving attitude; drive defensively.



CROSSING GUARD

1. Create a good public image.
2. Have knowledge of local traffic regulations.
3. Know the Why, When, Where and How of school-child accidents.
4. Have a clear understanding of authority, duties and responsibility, and techniques of traffic control.

BUILDING PRINCIPAL

1. Utilize contributions and services of community groups.
2. Supervises the safety instruction.
3. Utilize services of safety organizations (list in Appendix).
4. Comply with all directives from the State Department of Public Instruction.

SAFETY CO-ORDINATOR

1. Be aware of administrative policy
2. Conduct survey of safety instruction
3. Be co-ordinator between school and community.
4. Evaluate the safety program
5. Provide inservice instruction for teachers

CLASSROOM TEACHER

1. Set example
2. Keep the administration and principal informed of unsafe conditions
3. Integrate safety teaching whenever possible.
4. Encourage parents to emphasize safety at home.
5. Utilize all instructional aids to accomplish learning in all phases of safety.

SCHOOL SAFETY COUNCIL

1. Promote individual and school community safety.
2. Encourage active participation of the students in bicycle, bus and pedestrian safety.
3. Operate under supervision of the School Safety Co-ordinator.

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WALKING TO AND FROM SCHOOL

Pedestrian safety should be taught as a separate unit at the beginning of each school year at each grade level, preferably *during the first week of school* and then correlated throughout the year with other content areas. Particular attention should be paid to weather and seasonal changes. Pedestrian safety can be further emphasized by schools through encouraging parent and community service organizations to study the problem.

Pedestrian accidents in the United States claimed 9,300 lives during 1966 with 2,700 of these victims below fifteen years of age according to the National Safety Council. As a pedestrian, a person cannot rely on the law as the sole protection. First of all, the laws vary from state to state; and secondly, the pedestrian, being so vulnerable, must be always alert and observing. Therefore, safe pedestrian practices must be observed by adults in order that children will follow good safety practices.

SAFETY PRACTICES TO BE DEVELOPED

Obedience

Obey parents
Obey policemen
Obey crossing guards
Obey safety council
Obey school authorities
Obey traffic lights

Alertness

Observing

Observe signals of policemen and crossing guards
Observe traffic lights
Observe flow of traffic
Observe road conditions (snowy, icy, wet, etc.)
Observe obstacles on sidewalks, side of roads, etc.
Observe other pedestrians for potential dangers (horseplay, crowded sidewalks and crossings, etc.)

Listening

Listen to orders of parents, policemen, crossing guards, etc.
Listen for policeman's whistle
Listen to sounds of traffic
Listen for any unusual sounds

Proper Direction

Walk along left side of road facing traffic
Walk on right side of sidewalk when meeting people

Safety-Mindedness

Safety-mindedness through awareness and practice.

Awareness of Danger

Dangers of crossing street near parked cars.
Dangers of darting out between cars.
Dangers of crossing in middle of block.
Danger of taking unfamiliar wandering routes.
Dangers of walking in street when sidewalks are available.
Dangers of walking in the road instead of off the side of road.
Dangers of crossing the street against traffic lights.
Dangers of crossing the street when uncertain how long light has been green.

Other Dangers

Dangers of accepting rides from strangers.
Dangers of accepting candy, money, etc. from strangers.
Dangers of taking short-cuts through alleys, isolated fields woods, etc.
Dangers of playing along the way.
Dangers of entering deserted houses and buildings.
Dangers of strange and unfamiliar animals.

SUGGESTED LEARNING ACTIVITIES

Emphasize the need for following the rules. Teachers of these children should capitalize upon the competitiveness, desire for leadership, and need for action to plan and present safety programs to their classmates and younger children. Most intermediate age children know the safety rules but often do not obey them.

Dramatize in classroom and assembly programs safety practices in walking to school. Dramatize contrasting unsafe practices.

Draw a map of the community and develop the best routes to follow from home to school, to stores, recreation areas, etc.

Correlate safety with science by demonstrating that a complete circuit is needed to light a bulb to make traffic lights. Prepare talks to give to primary grades using the lights made.

Discuss current safe and unsafe practices being followed in school community, with suggestions for change.

Invite officers of school safety council to hold a panel discussion on safety in walking for the class or in an assembly program.

Participate in local, state, and national safety action programs made available through the agencies listed in the appendix.

SUGGESTED LEARNING ACTIVITIES

Organize a school safety council if there is none.

Write letter to crossing guard or police officer inviting him to speak to the class or classes.

Read stories about accidents which might have been prevented.

Start a story which involves safe or lack of safe practices and have pupils supply the ending.

Draw pictures depicting safe practices.

Make transparencies to be used on overhead projector for discussions.

Write original safety jingles.

Take a walk around the school. Notice the different types of traffic signs, traffic lights, lines painted on the pavement, etc.

SCHOOL BUS SAFETY

School bus safety practices should be taught as a separate unit at the beginning of each year in all elementary grades. Specifically, school bus safety should be taught as soon as possible or *within the first two weeks of school.* Correlation should be employed with other content areas throughout the year and additional re-emphasis in the spring when activities are increased.

The school bus accident is not nearly as frequently fatal as the pedestrian accident, but the potential is so much greater. The National Safety Council reports show that school bus transportation accidents kill about 50 pupils a year - about 15 as passengers on school buses and about 35 as pupil pedestrians either approaching or leaving a loading zone. In 1966 approximately 225,000 school buses operated daily. Reports indicate that there were 3,800 injuries to pupils in the same period. This record, though very small in number, still involves death probability. In the State of Delaware there were 666 school buses operating in 1966 with 41 bus accidents and 3 pupils injured. The fatalities are few because of great effort by all concerned and continued effort for safety is a necessity. The study and development of good passenger practices leads to good overall safety habits.

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SAFETY PRACTICES TO BE DEVELOPED

Obey your school bus driver cheerfully and promptly.

Cooperate with your school bus patrol and safety patrol.

Go directly to the school bus stop from home and return directly home from the school bus stop.

Stay away from strange or unfamiliar animals.

Be extra alert in the rain, snow, fog or strong winds.

Be on time to meet the bus.

Keep feet out of aisle in the bus. Keep your books or parcels on your lap while riding.

Keep your arms and head inside the bus. Extending anything outside open bus windows is extremely dangerous.

Keep school bus clean and sanitary.

Assume responsibility for your own safety and for the safety of others.

Talk quietly on the bus.

Be courteous to fellow passengers.

Wait for the school bus off the road. Do not attempt to board the bus until it has stopped. Use the hand rail when boarding the bus. After boarding take your seat quickly and quietly. Do not push or crowd other passengers.

Walk on the left side of the road facing traffic when there are no sidewalks.

Look all ways before crossing streets and highways. First look left, then right, then left again.

Walk across streets or highways. When you run across you may not see danger or you may stumble in the path of a vehicle.

Take your class to the school parking lot-have a school bus parked there for your use. Demonstrate and have your pupils practice the proper procedure for waiting for the bus, boarding the bus, taking seats on the bus and getting off the bus.

Ask a bus driver to speak to your class to explain bus riding rules. (use Walt Disney Charts).

Show what a blind spot is and how it can hide cars or people.

Learn the rules a motorist must obey when he sees a school bus stopped to pick up or discharge passengers.

Make a list of accidents that could happen to a boy or girl who rides with his head or arms outside the bus.

Ask a State Policeman and a bus safety patrol member to speak to your class about the duties and responsibilities of the school bus safety patrol.

SUGGESTED LEARNING ACTIVITIES

Ask your school principal to conduct a special bus safety program at the beginning of the school year.

Take your class to the school parking lot-have a school bus parked there for your use. Have a school bus driver explain to your class the general external characteristics of bus such as weight of bus, various types of lights, safety cross mirror, etc. Then have pupils get in bus, point out procedure for opening and closing door, emergency doors, emergency equipment, seating capacity of bus, etc.

SUGGESTED LEARNING ACTIVITIES

Observe the conduct of children on your school bus. Suggest ways to improve keeping the aisle clear and ways to help keep your bus clean.

Have your class develop a "behavior code" for school bus riders.

Discuss with your class reasons for going directly to and from the school bus stop.

Make a list of ways you can help your school bus driver.

Use the school bus safety film Watch It, Johnny for general orientation. During repeat viewings listen for and tally references to "Safety Practices to be Developed."

Use other school bus safety films and visual aids available from the list of sources of materials and services.

Prepare older students to assist in emergencies by drills in situations of driver failure, accident, fire or sickness while on normal school bus routes.

Take your class to the parking lot, and using a school bus, have road-crossing drills.

Practice emergency evacuation drills with a school bus and regular driver using front door, side doors, and rear doors.

Demonstrate the use of emergency devices such as fire extinguisher, flashing lights, wrecking bar, fire axes, first aid kits, and reflectors.

Participate in local, state, and national safety action programs made available through the agencies listed in the appendix.

BICYCLE SAFETY

Bicycle safety practices should be taught as a separate unit with emphasis at the beginning of the year as well as just prior to spring of the year. At the beginning of the year bicycle safety teaching should be within the first three weeks of school. In the spring, bicycle safety teaching can be most effective when the weather begins to moderate but not later than the last week before the Easter recess.

Attention must be paid to the fact that more first, second, and third grade students are riding bicycles. This age group; 6-10, is extremely important in safety teaching. Emphasis at this age level should be on equipment and safety practices. Theory is least effective at the primary level while demonstrations, visual aids (bicycles and tricycles), discussion of experiences, films, pictures, stories, and recent mishaps are most effective.

Bicycles, like the other modes of transportation, have contributed 750 unnecessary fatalities in 1966 in the United States according to the National Safety Council. A further note of tragedy is the fact that 4 out of 5 deaths were in the 5-15 year age group. The year 1966 saw a 10% increase over 1965 in bicycle fatalities. Other significant facts are that the majority of those killed were under 16 years of age, the majority were males, the majority of the accidents occurred during the period April through September, the majority occurred during daylight hours, the majority were during the afternoon hours, most frequent on Saturdays, least frequent on Sundays, and in 4 out of 5 accidents the bicycle rider was violating the rules.

One of the most common misconceptions in bicycle riding is that the bicyclist feels he is special and privileged. The bicycle is to be operated under the same laws as a motor vehicle in the State of Delaware.

SAFETY PRACTICES TO BE DEVELOPED

Responsibilities

Taking care of a bicycle to be sure the brakes, lights, pedals, etc., are functioning properly is each rider's responsibility.

Know the meaning of all traffic signs and the proper hand signals to use when riding on the highways.

Realize that any bicycle rider is subject to the same traffic regulations as the operator of any motor vehicle.

Alertness

Realize the need for being alert to the movement of traffic as well as times when it is safer to walk one's bicycle across streets or busy intersections. This is the responsibility of all riders.

Cooperation

Cooperate with the police and safety officials (Required of both parents and children).

Knowledge of Safety Rules

Know that night riding should be performed only in an emergency when the rider wears light clothing and when the bicycle is equipped with a white light in front and a red reflector in the rear.

Know that clinging to motor vehicles is an unsafe and illegal practice.

Know that the law prohibits any bicycle carrying more persons than the number for which it is designed.

SUGGESTED LEARNING ACTIVITIES

Conduct a bicycle clinic at the school to test bicycles for safe operation.

Conduct demonstrations in the classroom and assemblies with the aid of real bicycles and tricycles and other visual aids.

Make charts or posters to show the various hand signals and traffic signs. Test the child's knowledge of the above by using captionless charts or transparencies.

Talk with parents and children about the importance of bicycle safety.

Encourage city and county police to license bicycles.

Emphasize the danger of riding a bicycle after dark by darkening the room and demonstrating the difficulty one has seeing a rider in dark clothes on a dark bike as compared with the rider who has a bicycle light and a reflector on his bicycle, and wears light colored clothing.

Conduct a bicycle rodeo and emphasize such skills as the proper way to mount, dismount, ride around obstacles, and stop.

Participate in local, state, and national safety action programs made available through the agencies listed in the appendix.

Have an assembly program where safety is discussed.

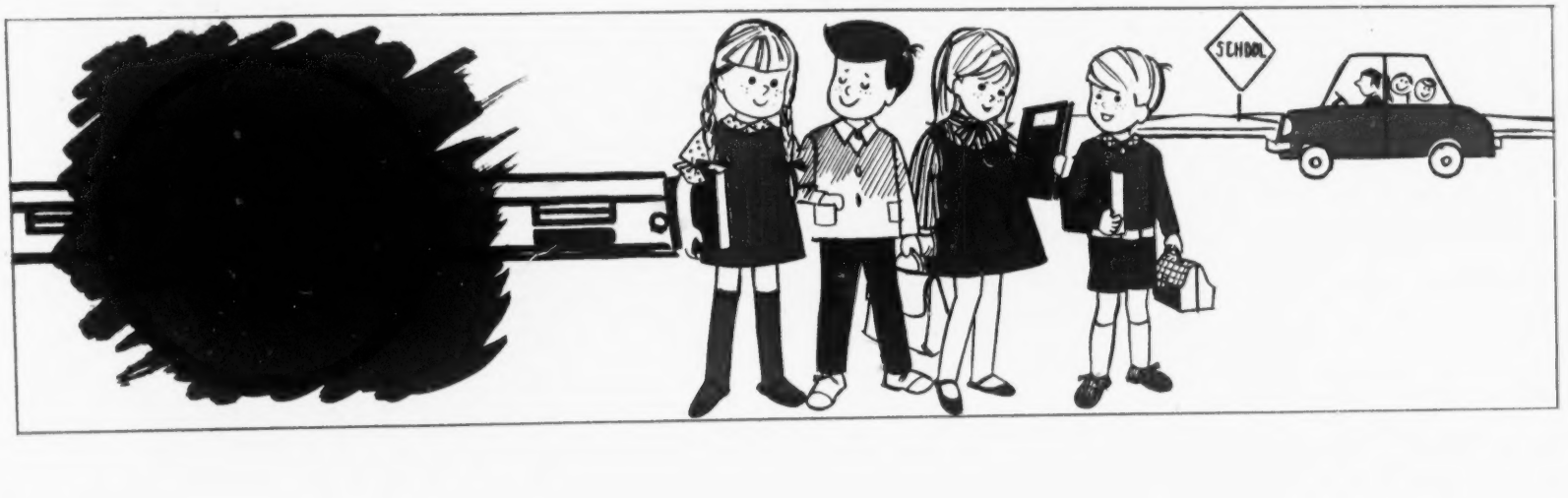
Emphasize greater need for caution when riding a bicycle as compared with walking, by counting the number of turns made by the back cog wheel when the distance the bicycle travels during the pedal wheel's turn.

Take advantage of the many films, filmstrips, color slides, posters, guest speakers, pamphlets and other visual aids available from the list of sources of materials and services.

Left

Right

Stop



RIDING TO SCHOOL IN AUTOMOBILES

It is recommended that passenger safety practices be taught as a separate unit at the beginning of the year and, due to its dynamic nature, *correlated with other content areas throughout the year.* Cooperation with parents and the community is a must in this area of safety.

There is no reliable method at present to record the number of accidents or fatalities involved in riding to school in the automobile. This type of data is recorded in the overall motor vehicle accident and fatality rates which was at an all time high in 1966. There were 1,554,000 accidents and 53,000 fatalities involving motor vehicles in 1966 with the majority of deaths occurring in the 15-24 year age group. These figures reflect waste and speak for themselves in magnitude. At the elementary school level this problem can be effectively combatted; therefore, safety education must reach the pupil before he ventures into his world.

Passenger accidents are caused by not observing common sense precautions, by lack of understanding, and by confusion in the mind of the passenger.

SAFETY PRACTICES TO BE DEVELOPED

Enter and leave the car on the curb side or the side away from traffic.

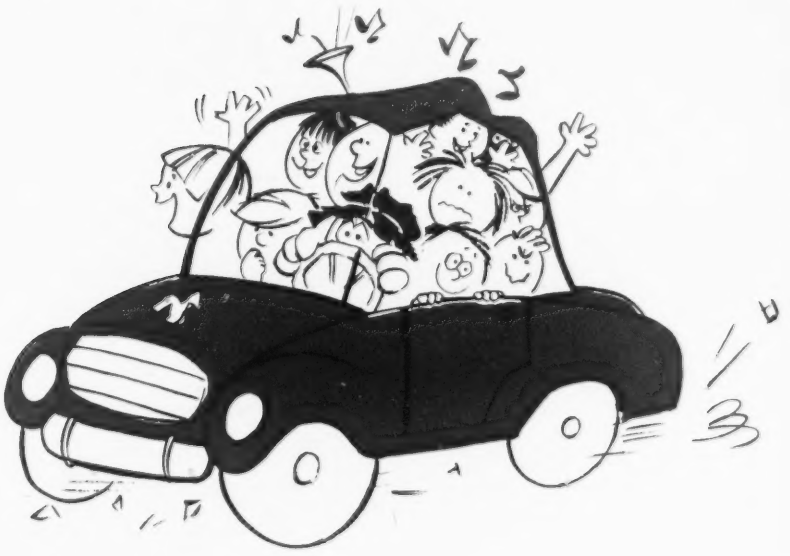
Lock the doors. In the event of a serious accident or if the car overturns, the locks will help keep the doors closed and keep the passengers within the vehicle.

Use seat belts.
Always place books or parcels securely on the rear seat floor. In the event of an accident or sudden stop these become projectiles and there may be serious injury if these objects are loose on the rear deck behind the back seat.

Speak in a conversational tone. Remember the driver must give all of his attention to his driving.

Always walk across the street in an area where drivers can see you clear of parked vehicles.

Go forward after leaving the car. Stay in sight of the driver. Enter and leave cars in areas designated for loading and unloading.



Keep arms or head inside. Putting them out of windows is extremely dangerous.

When entering or leaving the car, be extra alert in the rain, snow, fog or strong winds.

SUGGESTED LEARNING ACTIVITIES

Observe automobiles arriving and leaving the school. Note the conduct of pupils. Suggest ways to improve these conditions.

Make a list of good safety rules that children should follow when riding in cars.

Ask a driver education teacher to speak to your class on the advantages of using seat belts.

Give a demonstration to the class on the correct way to put on seat belts. Include hooking, proper position across body, correct slack and unhooking.

Take your class to the parking lot. Have a car there for your use. Explain the correct method of entering and leaving the car, proper way to close doors, locking doors and point out other safety devices built into cars.

Ask a member of the Youth Division of the Delaware State Police to speak to your class about accidents involving young children in cars.

Use films, filmstrips, demonstrations and other visual aids available from the list of sources of materials and services.

Participate in local, state, and national safety action programs made available through the agencies listed in the appendix.

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SOURCES OF MATERIALS AND SERVICES

Following are some sources of materials and services available for bicycle, school bus and pedestrian safety.

When writing to any one of these sources, be certain to make your request as specific as possible, especially regarding the grade you teach. Most organizations that have materials available will gladly send a publications list upon request. In some instances there is a nominal charge for these items to cover costs of handling and postage.

All requests for materials from the National Safety Council should be forwarded through the Delaware Safety Council.

General Materials

Delaware Safety Council
1083 duPont Building
Wilmington, Delaware 19801

Dover Office - Delaware Safety Council
737 South Governors Avenue
Dover, Delaware 19901

Posters, bulletins, films and consultant services for safety in the elementary school, and safety action programs (Green Pennant, etc).

Bicycle Institute of America
122 East 42nd Street
New York, New York 10017

Posters, bulletins and manual relating to every phase of bicycling.

Local AAA Club or
American Automobile Association
1712 G Street N. W.
Washington, D. C. 20006

Posters, bulletins, and films relating to traffic safety including school safety patrols, elementary traffic safety education and pedestrian protection.

National Commission on Safety Education
National Education Association
1201 Sixteenth Street, N. W.
Washington, D. C. 20036

Bulletins and posters dealing with many different phases of safety education at all grade levels, for school administrators and classroom teachers. Publications list will be sent free upon request.

National Safety Council
425 N. Michigan Avenue
Chicago, Illinois 60611

Accident facts (issued annually). Also materials concerning school and traffic safety. Safety Education magazine, lesson units, posters and safety education data sheets.

Office of Education
U. S. Department of Health,
Education and Welfare
Washington, D. C. 20201

Materials and advisory services relating to safety education and pupil transportation.

Preferred and Highly Recommended Materials.

A. Walt Disney Study Prints

1. Pedestrian Safety Set
2. Bicycle Safety Set
3. School Bus Safety Set

Walt Disney Films, Inc.
800 Sonora Avenue
Glendale, California 91201
Price - $11 per set

B. Poster - Let's Be Safe Passengers

NEA
Nominal fee

C. Films - Free loan - Delaware Safety Council

"The School Bus and You"
Sound, color, 10 minutes

"Be Your Own Traffic Policeman"
Sound, color, 11 minutes

"I'm no Fool as a Pedestrian"
Sound, color, 10 minutes

"I'm no Fool with a Bicycle"
Sound, black and white, 11 minutes

"The Talking Car"
Sound, black and white, 11 minutes

"You and Your Bicycle"
Sound, color, 14 minutes

"Your School Safety Patrol"
Sound, color, 14 minutes

"The Safest Way."
Sound, color, 12 minutes

D. Delaware State Department of Public Instruction Film Library

"Watch It, Johnny"
Sound, color, 15 minutes
(Also on TV tape - Delaware Educational TV Network)

E. Brochures

1. School Safety Patrol Members Handbook
   AAA - Delaware Safety Council

2. Policies and Practices for School Safety Patrols
   AAA - Delaware Safety Council

3. Here Comes the Bus
   Delaware Safety Council

4. All Aboard Let's Go for a Trip
   Dray Publications, Inc.
   Deerfield, Mass. 01342

F. Manuals and Guides

1. Bicycle Safety in Action
   NEA

2. Safety Guides for You in the Primary Grades
   NEA

3. Safety Guides for You in the Intermediate Grades
   NEA

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MOTOR VEHICLE LAWS OF THE STATE OF DELAWARE RELATED TO PEDESTRIAN, SCHOOL BUS, AND BICYCLE SAFETY

PEDESTRIAN

DELAWARE CODE, TITLE 21, CHAPTER 41 RULES OF THE ROAD (NEW)
Subchapter V. Pedestrians' Rights and Duties

§ 4141. Pedestrians subject to traffic regulations.

(a) Pedestrians shall be subject to traffic control signals as provided in section 4108 of this title unless required by local ordinance to comply strictly with such signals, but at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this chapter.

§ 4142. Pedestrians' right of way in cross walks.

(a) When traffic-control signals are not in place or not in operation the driver of a vehicle shall yield the right of way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a cross walk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger

(b) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield.

(c) Paragraph (a) shall not apply under the conditions stated in section 4143 (b) of this title.

(d) Whenever any vehicle is stopped at a marked cross walk or at any unmarked cross walk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

§ 4143. Crossing at other than cross walks.

(a) Every pedestrian crossing a roadway at any point other than within a marked cross walk or within an unmarked cross walk at an intersection shall yield the right of way to all vehicles upon the roadway.

(b) Any pedestrian crossing a roadway at a point where pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right of way to all vehicles upon the roadway.

(c) Between adjacent intersections at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked cross walk.

(d) No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic-control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic control devises pertaining to such crossing movements.

§ 4144. Drivers to exercise due care.

(a) Notwithstanding the foregoing provisions of this chapter every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian upon any roadway and shall give warning by sounding the horn when necessary and shall exercise proper precaution upon observing any child or any obviously confused incapacitated person, or a person wholly or partially blind, carrying a cane or walking stick white in color, or white tipped with red, upon a roadway.

§ 4145. Pedestrians to use right half of cross walks.

(a) Pedestrians shall move, whenever practicable, upon the right half of cross walks.

§ 4146. Pedestrians on roadways, penalty.

(a) Where sidewalks are provided it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.

(b) Where sidewalks are not provided any pedestrian walking along and upon a highway shall, when practicable, walk only on the left side of the roadway or its shoulder facing traffic which may approach from the opposite direction.

(c) Whoever violates this section shall, for the first offense be fined not less than $2 nor more than $25, or imprisoned not less than 2 nor more than 10 days, or both. For each subsequent like offense within one year, he shall be fined not less than $10 nor more than $25, or imprisoned not less than 2 nor more than 30 days, or both.

§ 4147. Pedestrians soliciting rides or business.

(a) No person shall stand in a highway for the purpose of soliciting a ride, employment or business from the occupant of any vehicle.

§ 4148. Carrying of lights or reflector device by pedestrians: Penalty

(a) No pedestrian shall walk upon any roadway or shoulders of roadway of this State that is used for motor or vehicle traffic, beyond the corporate limits of any city or town, without carrying a lighted lantern, lighted flashlight or other similar light or reflector type device during the period of time from one-half hour after sunset to one-half hour before sunrise and at any other time when there is not sufficient light to render clearly visible any person or vehicle on the highway.

§ 4149. Walking on highways under influence of drugs or liquor.

(a) No person shall walk or be upon a public highway of this State while under the influence of intoxicating liquor or narcotic drugs.

§ 4150 Use of certain canes restricted to blind pedestrians.

(a) No persons except those wholly or partially blind shall carry in a raised or extended position on any street or highway a cane or walking stick which is white in color or white tipped in red.

SCHOOL BUS

DELAWARE CODE, TITLE 14, CHAPTER 29 TRANSPORTATION OF PUPILS

§ 2901 Regulations governing design and operation of school bus.

(a) The State Board of Education, by and with the advice of the Motor Vehicle Commissioner, shall adopt and enforce regulations not inconsistent with the motor vehicle laws of this State to govern the design and operation of all school busses used for the transportation of school children, whether such busses be owned and operated by any public school district or privately owned and operated under contract with the State Board or any public school district in this State. Such regulations shall by reference be made a part of every contract entered into by the State Board or any school district for the operation of a school bus. Every school district, its officers and employees, and every person employed under contract by the State Board or a school district to furnish or operate a school bus shall be subject to the regulations.

§ 2902 Violation of regulations; compliance clause in contracts.

(a) Any officer or employee of the State Board of Education or of any school district who violates any of the school bus regulations or who fails to include an obligation binding a contractor to comply with such regulations in any contract executed by him on behalf of a school district shall be guilty of misconduct and subject to removel from office or employment.

§ 2903 Breach and cancellation of contract.

(a) Whoever, being the operator of a school bus under a contract with the State Board of Education or any school district, fails to comply with any school bus regulation adopted by the State Board shall be guilty of breach of contract and his contract shall be cancelled, after notice and hearing, by the responsible officers of the school district or the State Board.

DELAWARE CODE, TITLE 21, CHAPTER 27, DRIVERS LICENSE SUBCHAPTER I, GENERAL
Provisions

§ 2707 Minimum age for drivers of school buses and public passenger-carrying vehicles.

(a) No person under 21 years of age whether licensed under this chapter or not, shall drive a motor vehicle which such vehicle is in use as a school bus or as a public passenger-carrying conveyance.

(b) All school bus drivers employed by the State Board of Education or by any public school district or by a contractor operating buses under contract with the State Board of Education or any public school district shall, prior to employment, be required to pass a physical examination which shall be prescribed by the State Board of Education and shall also be required to pass a physical examination every two years during the term of employment. The physical examination required by this section shall be conducted by the State Board of Health or by a physician licensed to practice medicine and surgery in this State.

(c) Substitute drivers hired by a contractor after September 1, of any year, to replace a regular driver of said contractor shall be given seven calendar days in which to comply with the requirements of Section 1 of this Act.

DELAWARE CODE, TITLE 21, CHAPTER 41, RULES OF THE ROAD (NEW)
Subchapter VII. Special Stops Required

§ 4163 Certain vehicles must stop at all railroad grade crossings.

(a) The driver of any motor vehicle carrying passengers for hire, or of any school bus carrying any school child, or of any vehicle carrying explosive substances or flammable liquids as a cargo or part of a cargo, before crossing any grade any track or tracks of a railroad shall stop such vehicle within 50 feet but not less than 15 feet from the nearest rail of such railroad and while so stopped shall listen and look in both directions along such track for any approaching train, and for signals indicating the approach of a train, except as hereinafter provided, and shall not proceed until he can do so safely. After stopping as required herein and upon proceeding when it is safe to do so the driver of any vehicle shall cross only in such gear of the vehicle that there will be no necessity for changing gears while traversing such crossing and the driver shall not shift gears while crossing the track or tracks.

(b) No stop needs to be made at any such crossing where a police officer or a traffic control signal directs traffic to proceed.

§ 4166 Overtaking and passing school bus, stop signal devices; marking of buses.

(a) The driver of a vehicle upon a highway upon meeting or overtaking from either direction

any school bus which has stopped on the highway for the purpose of receiving or discharging any school children shall stop the vehicle before reaching such school bus when there is in operation on the school bus a visual signal as specified in sub-section (e) of this section, and the driver shall not proceed until such school bus resumes motion or is signaled by the school bus driver to proceed or the visual signals are no longer actuated.

(b) Every bus used for the transportation of school children shall be painted chrome yellow, shall bear upon the front and rear thereof plainly visible signs containing the words "SCHOOL BUS" in letters not less than 8 inches in height, and in addition shall be equipped with visual signals meeting the requirements of this title, which shall be actuated by the driver of the school bus whenever but only whenever such vehicle is stopped on the highway for the purpose of receiving or discharging school children.

(c) When a school bus in being operated upon a highway for purposes other than the actual transportation of children either to or from school all markings thereon indicating "SCHOOL BUS" shall be covered or concealed.

(d) The driver of a vehicle proceeding in a direction opposite to that of a school bus on a highway with four or more traffic lanes need not stop upon meeting or passing the school bus. The driver of a motor vehicle upon a controlled-access highway need not stop upon meeting or passing a school bus which is stopped in a loading zone which is a part of or adjacent to such highway and where pedestrians are not permitted to cross the highway.

(e) Every school bus in addition to any other equipment and distinctive markings required by this title shall be equipped with signal lamps mounted as high and as widely spaced laterally as practicable, which shall be capable of displaying to the front two alternately flashing red lights located at the same level and to the rear two alternately, flashing red lights located at the same level, and these lights shall have sufficient intensity to be visible at 500 feet in normal sunlight.

DELAWARE CODE, TITLE 21, CHAPTER 43, EQUIPMENT AND CONSTRUCTION OF VEHICLES
Subchapter III, School Buses

§ 4363 Skid Chains and Snow Tires.

When the highways are covered with snow or ice, the operator of any school bus shall not transport school children upon any of the highways of this State without tire chains on the outside rear wheels of the bus, or unless all rear wheels of the bus are equipped with tires having treads designed for use in snow, which tires must be in such condition as to serve the purpose for which they are designed. Any person violating the provisions of this section shall be fined not less than $10 nor more than $100, or imprisoned not more than 10 days or both.

BICYCLE

DELAWARE CODE, TITLE 21, CHAPTER 27 DRIVERS LICENSE
Subchapter XII. Operation of Bicycles and Play Vehicles.

§ 4190. Effect of regulations.

(a) The parent of any child and the guardian of any ward shall not authorize or knowingly permit any child or ward to violate any of the provisions of this subchapter.

(b) These regulations applicable to bicycles shall apply whenever a bicycle is operated upon any highway or upon any path set aside for the exclusive use of bicycles subject to those exceptions stated herein.

§ 4191. Traffic laws apply to persons riding bicycles.

(a) Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this title, except as to special regulations in this subchapter and except as to those provisions of this title which by their nature can have no application.

§ 4192. Riding on bicycles.

(a) A person propelling a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto.

(b) No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.

§ 4193. Clinging to vehicles.

(a) No person riding upon any bicycle, coaster, roller skates, sled, or toy vehicle shall attach the same or himself to any vehicle upon a roadway.

§ 4194. Riding on roadways and bicycle paths.

(a) Every person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

(b) Persons riding bicycles upon a roadway shall not ride two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.

(c) Wherever a usable path for bicycles has been provided adjacent to a roadway, bicycles riders shall use such path and shall not use the roadway.

§ 4195. Carrying of articles.

(a) No person operating a bicycle shall carry any package, bundle or article which prevents the driver from keeping at least one hand on the handle bars.

§ 4196. Lamps and other equipment on bicycles.

(a) Every bicycle when in use at night-time shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500 feet to the front and with a red reflector on the rear of a type approved by the Department which shall be visible from a distance of 300 feet to the rear when directly in front of lawful upper beams of head lamps on a motor vehicle. A lamp emitting a red light from a distance of 500 feet to the rear may be used in addition to the red reflector.

(b) No person shall operate a bicycle unless it is equipped with a bell or other device capable of giving a signal audible for a distance of at least 100 feet.

(c) Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level, clean pavement.

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